

GERMANY (Soviet Zone)

INTELLFAX 15

Brandenburg-Briest Airfield

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PAGE OF DOCUMENT 16 to 31 August 1951

DATE PREPARED 1 October 1951

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1. From 9:30 a.m. to 4:30 p.m. on 16 August 1951, a total of 43 MiG-15s were observed at Brandenburg-Briest airfield. (1) Night of the planes which flew were parked at the eastern end of the runway, 24 in two groups in front of the buildings on the southern edge of the installation, 1 in front of the flight control building, 8 south of the runway, and 2 [redacted] at the western end of the runway. Three single-engine planes, probably IL-10s, and one biplane were also seen at the field. (2) Individual jet fighters did aerobatics in the morning for periods of up to 40 minutes. The degree of cloudiness varied and visibility was from 10 to 15 km. Flying discontinued from 1 to 2 p.m. After 2 p.m. formation flying in groups of two was practiced.

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[redacted] Throughout the afternoon, two MiG-15 pilots were seen sitting in open cockpits of their planes with earphones on at the western end of the runway.

However, the planes did not fly.

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2. At 4 p.m. on 21 August, 20 MiG-15s, including four alert planes, were observed at the field. Three of the alert planes had containers shaped like a small bomb 50 to 60 cm in diameter which were fitted on both wings.

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[redacted] The aircraft were boarded by means of a ladder placed on the left wing.

3. From 3 a.m. to 6 p.m. on 27 August, 20 MiG-15s and 4 biplanes were parked at the field.

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[redacted] Night flying with 14 planes was practiced from 10:15 p.m. to 1:30 a.m. The runway boundary lights were switched on; a searchlight located on the western edge of the field near Rosenhof rotated and another searchlight located in forest Jagen (sub-area) 28 directed its beam toward the runway.

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4. At 6 a.m. on 23 August, the same aircraft were observed as on the previous day. After 6:15 a.m. four jet fighters previously parked along the western taxiway were towed by three trucks to the site of the alert planes. 4 radio truck, 2 trucks, 1 sedan, and 3 tank trucks drove to the parking area of the alert planes. About 6:30 a.m., each of the alert planes was boarded by a soldier and its engine was warmed up. This procedure lasted until 7:12 a.m. At 7:16 a.m. the alert planes took off individually at intervals of 10 seconds and landed at 7:45 a.m. Subsequently, intensive flying by the other jet planes began. After landing, the alert planes taxied to the aircraft dispersal area along the western taxiway. [redacted] plane fitted with auxiliary fuel tanks, taxied to the old parking site and was refueled there. The plane was refueled within 15 minutes including 2 minutes used for the filling of the auxiliary fuel tank.

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[redacted] two planes practiced flying from 8:47 to 9:15 a.m., while the latter two planes did not fly until 6 p.m. Aircraft observed flying from 8:15 a.m. to 1:24 p.m. in clear visibility and a high cloud base [redacted]

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[redacted] all these aircraft had one-man crews. The planes fueled between individual flights; the fueling averaged 5 minutes. The fueling of aircraft fitted with auxiliary fuel tanks took 14 minutes. The tank trucks always approached the aircraft from the left rear. One tank truck would fuel two planes, then it left toward the flight control building returning after about 20 minutes. After landing the planes taxied back on the runway. Individual and formation flying was practiced. After 2:30 p.m., the planes, except for the alert planes, were towed by three trucks to the western taxiway after being fueled. There was no other flying until 6 p.m.

5. A radio installation with four masts and a tent was observed about 150 meters west of the Plaue-Briest road west of the field. A low wooden quartering building was also seen there. (4) A telephone cable suspended from poles led from the installation to the switchboard which was housed in a low wooden building in forest Jagen 29 and from there extended to the radio installation in Jagen 20. (5)

6. On 31 August, 16 MiG-15s were observed parked along the taxiway and in front of the buildings in the southern section of the field, while 2 twin-engine planes with double rudder assemblies and covered with tarpaulins were at the eastern end of the runway. Three single-engine planes and a biplane were also seen at the field. Despite good weather, there was no flying between 8:30 and 10:30 a.m. and from 5 to 6 p.m. About 50 air force soldiers left the field in the direction of the Landesanstalt at 1:30 p.m. At the same time, 33 recruits wearing red-bordered black epaulets and artillery insignia left the Landesanstalt [redacted]

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[redacted] a radio truck was parked in a wooden shed beside the radio mast of the landing beacon located west of the road to Brielow. A wire was suspended from the top of the mast to two low wooden buildings in the rear. Between kilometer markers 3.3

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and 3.9, a telephone wire crossed the highway to Pritzerbe  
in the direction of the inner landing beacon.

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[redacted] Comments

(1) [redacted] the airfield is still occupied  
by a fighter regiment.  
(2) The presence of IL-10s is not confirmed. It is, therefore,  
believed, that source actually saw Yak-11s which he mistook  
for IL-10s. 25X1

(3) In Meock DF station.  
(4) The boundaries of the Forest Jagen (sub-areas) are entered on  
map G.G.G.S. 4414. The radio installation reported is the  
inner landing beacon.

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